

# Montana and the Sky



Department of Transportation – Aeronautics Division

Vol. 48 No. 1

January 1997

## Aviation Conference to Feature Renowned Aviators

### Ron Bower

Ron Bower will be the featured speaker at the 1997 Montana Aviation Conference kick-off luncheon on Thursday, February 28. Ron is the only person to fly a helicopter around the world, setting official records in both easterly and westerly directions. In 1994, he flew solo in a Bell JetRanger, taking 24 days and 4 hours for his first eastbound low-orbit. This past summer, Ron and his co-pilot, John Williams, were the first to attempt a more difficult around-the-world, westbound speed record in the new Bell 430 helicopter. This second low orbit took only 17 days and six hours, shaving a week off the old record.

Ron was born and raised in Houston, TX. He started flying in college in an Army

program in 1962. He graduated from Texas A&M in 1963 and was commissioned in the US Army. In 1964, he went through the Army's helicopter flight school, and in 1965 he flew observation helicopters on the DMZ in Korea, and then flew Bell UH-1B "Huey gunships" in Viet-Nam in 1965–1966.

In 1966, he moved to Austin and went through the MBA program at the University of Texas. From 1967 to 1982, Ron worked for IBM, marketing large computers in Austin. In 1982, Ron and two partners founded Austin Jet International. Ron is the president of Austin Jet International. Since 1983, Austin Jet has sold over 300 turbine helicopters, worldwide, including 50 new Bell 206s.

Ron's flight experience includes over 7,000 flight hours, with over 3,500 hours in Bell helicopters. He has been flying for 34 years with no accidents, incidents, or violations. Ron holds Airline Transport Ratings in both helicopters and jet-airplanes, and has six flight instructor ratings.

Ron has been married to Peggy for 33 years and has a son, Shannon (38), a helicopter/jet pilot, and daughter, Sharron (26), an actress.

Make plans to attend the kick-off luncheon now. Remember, tickets for this luncheon must be reserved through preregistration to assure an accurate meal count.

### Dr. Peggy Baty



President and founder of Women in Aviation, International (WIA), Dr. Peggy Baty, will be the keynote speaker at the awards luncheon to be held on Saturday, March 1, 1997. The organization was incorporated in 1994 as a result of the success of the annual International Women in Aviation Conference begun in 1990. WIA represents women from all segments of the aviation industry including general, corporate, commercial and military.

Dr. Baty is the past executive director of the International Women's Air and Space



*Continued on pg 4*

# Administrator's Column

## **Fiscal Crisis Surfacing Again for FAA/**

**Users:** The band-aid extension of the excise tax to fund the FAA and the Airport and Airway Trust Fund will again expire on December 31st. The General Accounting Office (GAO) estimates that the Trust Fund balance will zero out by July 1997 if Congress does not reinstate it. However, the Administration does **not** want the excise tax reinstated—the President's Office of Management and Budget (OMB) is again proposing that the FAA be funded by user fees beginning with \$500 million in FY 1998 and entirely by FY 1999. Although soon to leave Secretary of Transportation Federico Pena strongly supports a fully user-fee-funded FAA, acting FAA administrator Linda Daschle believes this proposal is unrealistic due to the strong bipartisan congressional opposition and premature because the results of the ongoing Congressional mandated study by the National Civil Aviation Review Commission are not yet known. I am surprised that Linda Daschle had the courage to disagree with Federico Pena. There is no doubt that issues "on the hill" will heat up soon after the first of the year and we will have to fight the same battle again.



**Meigs Field To Reopen:** After Chicago Mayor Richard Daley closed Meigs Field on September 20, 1996, Illinois Governor James Edgar stepped in and took action which, after considerable legal maneuvering, resulted in successful legislation in the Illinois Legislature allowing the state of Illinois to take ownership and operate the airport. Unlike the FAA, the state refused to overlook state grant assurances and took action against the city of Chicago to live up to their grant assurances and keep the airport open or the state would take over the airport and operate it. Chicago Mayor Daley ignored the state and closed the airport, thus the successful legislation. The FAA, under strong political pressure from the Administration, decided to overlook the FAA grant assurances which outraged the

general aviation community. Because of some legislative procedures which will not allow the state to take over Meigs until June 1, 1997, it is expected that the Illinois Legislature will take action in early January to allow the state to take control immediately. All of the national general aviation organizations as well as most (if not all) state aviation officials and individual general aviation pilots applaud the Illinois Governor and Legislature for their actions.



## **FAA Proposes Single Engine IFR for**

**Part 135:** The National Air Transportation Association (NATA) as well as Alaska and most Part 135 operators are praising the FAA for publishing a new proposed rule which will allow single engine IFR (SEIFR) operations for both piston and turbine engine aircraft operating under Part 135. Although there are a few stipulations which must be met when carrying passengers, they are common sense such as requiring oil analysis every 100 hours; two independent electrical generating sources—one can be a standby battery capable of 150% of the minimum load for 1 hour; and an autopilot or a second-in-command pilot. The original reason for not allowing SEIFR was the engine reliability factor, however, the NTSB has found that flight under VFR into IMC has caused a far greater number of accidents than engine failures and recommended that the FAA reconsider the old rule. The Aviation Rulemaking Advisory Committee (ARAC) had recommended several more stringent conditions including only turbine-powered aircraft be effected and requiring radar altimeters which the FAA did not adopt. This is going to be a big step in the right direction towards improving safety. The FAA deserves a big "bouquet." Please respond to the Notice of Proposed Rulemaking (NPRM) site in triplicate to: FAA, Office of the Chief Counsel, Attention Rules Docket (AGC-200), Room 915-G, Docket No. 28748, 800 Independence Ave. S.W., Washington, D.C. 20591 ✈



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# Slow Flight Operations/Low Flight Operations

By: Jeanne Lesnik, Bureau Chief  
Safety and Education Bureau

## How low and how slow?

FAR 91.119 Minimum Safe Altitudes—Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:

- Anywhere. An altitude allowing, if a power unit fails an emergency landing without undue hazard to persons or property on the surface.
- Over congested areas. Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.
- Over other than congested areas. An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.

Beyond the regulatory aspects of slow flight are the practical considerations.

The objective of a slow flight training exercise is to recognize changes in the airplane flight characteristics at critically slow airspeeds in various attitudes and configurations. To recognize imminent and full stalls and accomplish prompt, positive, and effective recoveries in all situations.

## Some common slow flight and stall errors are:

1. Uncoordinated flight
2. Locking into one variable
3. Ignoring altitude loss
4. Slow response time
5. Incorrect response
6. Not knowing procedures
7. Not practicing slow flight and stall recovery enough.

## CFI's and pilots, do we practice slow flight enough?

Dallas O'Connor, a CFI and an agriculture pilot from Poplar says, "slow flight conditions exist whenever we takeoff and land. Hours and hours of slow flight should be practiced at high altitudes. The slow flight demonstrations and practices should include; turns in various bank angles and

configurations, climbing and descending turns, changes in power settings and weight in the aircraft. Power on and power off and accelerated stalls including cross control stalls should be practiced over and over, the altitude lost during these flight conditions should be stressed. Anyone can fly from point to point but it is imperative a pilot learn and practice slow flight."

Darrin Pluhar, a CFI and an agriculture pilot from Miles City considers anything under 500' as low level flight. Darrin teaches about the compounding of events such as density altitude, weight, distractions and low altitude with a low airspeed. These factors all add up and there is no margin for error and even less of an option if something goes wrong. Low flight is dangerous. Darrin adds a flight review is a good time to put pilots under the slow flight and stall review, pilots don't often go out and practice slow flight and stall recovery."

Brian Schwend, a CFI and agriculture pilot from Forsyth said, "if you're planning to make a career out of low-level flying, seek out an experienced CFI in agriculture flying or a school specializing in crop spraying. Brian has been making his living at low level flying and stresses the importance of being very familiar with your airplane, know where everything is and know and practice your emergency procedures. Brian agrees with high altitude, slow flight work and stall recovery but added, "that a low level stall is much different than one practiced at high altitude, the terrain, at low-level, is looking you in the face and your reaction is to pull up." Brian added that wind close to the ground is another factor to consider.

Orville Moore, a CFI and agriculture pilot agrees with Brian Schwend that if it is in your career plans to make a living as an agriculture pilot, seek out flight training with a specialized CFI or school. Both Orville and Brian maintain even though downwind versus upwind turns are a highly debated issue, at low level, experience has shown that a downwind turn can be dangerous. Orville adds, "the wind is like white water in a river, bubbling and churning." Orville's tips are remember the basics, fly coordinated and always have a way out. Orville agrees with what we at Montana Aeronautics teach in the Mountain

Search Pilot Clinic: when maneuvering, slow down, use flaps and always have a plan and several options.

I have been talking with professionals in the field with thousands of hours in high performance aircraft. They know their limitations and they practice what they teach. 

## Aviation Scholarships

**Aviation Appreciation Scholarship**—\$250 designed to help a young person seeking a career in aviation. Must be a Montana resident. Send a letter stating your reasons for applying, future career goals, past aviation experience and any outstanding achievements. Established by Jeff Morrison, retired former owner of Morrison Flying Service, now Exec Air in Helena.

**A Love of Aviation Scholarships (ALOA)**—two \$250 scholarships to be used to help defray cost of flight instruction. Send a letter explaining the reasons for applying, future career goals, past aviation experience and any outstanding achievements. Sponsored by two anonymous aviation supporters/donors.

**Parrott Family Scholarship**—will pay \$1000 to be used over a one-year period for pilot training for students enrolled in the Rocky Mountain College (RMC) aviation programs. The award will be based on overall character, academic qualifications, seriousness of purpose, past aviation-related activities, or any other criteria determined to be appropriate.

All scholarships will be awarded at the Montana Aviation Conference on Saturday, March 1, 1997, in Missoula.

Letters of application should be sent to Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59624 or call 444-2506 for more information. Letters must be postmarked on or before February 3, 1997.

# Air Search



*Darrin Pluhar, Miles City District Search Coordinator at Forsyth Search Base, assigns grids to pilots. Thanks to Brian Schwend of Forsyth Aviation for opening up his business from start to finish.*

On December 5, 1996, at 8:35 pm Great Falls Flight Service called the Montana Aeronautics Division on-duty search officer with concern over an overdue aircraft. The aircraft, a supercub departed a ranch strip 20 miles southwest of Jordan at approximately 2 pm, Thursday, December 5, and was due home before dark. There was no flight plan and no ELT signal was being picked up by the Rescue Coordination Center.

A search plane was launched for a night search, looking for any survivor signals. The search base was set up at the Forsyth Airport. Thirty-two search aircraft and one helicopter from the Montana Search System along with one helicopter from the Montana National Guard, one helicopter from Malmstrom Air Force Base and the CAP, together with ground crews from Rosebud and Garfield counties searched 37 grids.

A search grid is 10 miles by 15 miles for a total of 150 square miles per grid—37

grids searched made for a total of 5,550 miles to cover. Some of the difficulties in the search were:

1. No ELT signal
2. The large search area
3. The amount of snow coverage on the ground
4. A white aircraft.
5. The many possible destinations of the pilot and passenger.

The aircraft was spotted on December 12 at 12:30 pm by a local rancher who was searching on snowmobile. The pilot and passenger died on impact.

The amount of volunteer help we received was awesome. We at the Montana Aeronautics Division want to thank each and everyone of you.

Jeanne Lesnik will be conducting follow-up SAR programs in Miles City, Forsyth and Jordon.

## Pan Am Update

Due to budgetary constraints the Miles City PAN AM WeatherMation unit ceased operation on December 3, 1996. The unit was one of two statewide, with the second station residing in Helena. The WeatherMation units allow users either by direct access or by modem to retrieve a plethora of weather information. Miles City area users may still use the Helena PAN AM via modem, however, users will be charged a long distance fee. The number for the Helena unit is 449-6416. If anyone is interested in obtaining the old Miles City unit and obtaining a subscription for the service through PAN AM for their airport, please contact the Aeronautics Division.

## Dr. Peggy Baty

*continued from page 1*

Museum in Centerville, Ohio, where she was responsible for coordinating the multi-million dollar expansion and relocation of the museum to downtown Dayton, Ohio.

A long-time aviation enthusiast and professional aviation educator, Dr. Baty is a 2,000+ hour instrument and multi-engine rated pilot and flight instructor who has been flying for more than 16 years. Most recently she added a helicopter rating to her flight qualifications and has been an aircraft owner for many years.

Dr. Baty is also the founder and annual director of the International Women in Aviation Conference. The conference began with 150 participants in 1990 from 19 states and grew to over 1,500 from all 50 states and several nations in 1996.

Dr. Baty has held several top positions in aviation education including academic dean and associate vice-president of Parks College, Dean of academic support for Embry-Riddle Aeronautical University's Prescott campus, director of the Center of Excellence for Aviation/Space Education at ERAU's Daytona Beach campus, and department chair of the aviation department at Georgia State University in Atlanta.

The recipient of numerous aviation and education awards, Dr. Baty has received the FAA Administrator's Award for Excellence in Aviation Education.

Peggy Baty is active in many aviation organizations and serves as a member of the board of the Experimental Aviation Association's Aviation Foundation and past president and board member of the University Aviation Association.

An international speaker, Dr. Baty has given keynote and motivational presentations to hundred of audiences. She has also authored articles and an aviation management textbook.



# Aeronautics Mechanics Seminar

The Montana Aeronautics Division is pleased to announce the 1997 Mechanics Seminar/IA renewal will once again be held in conjunction with this year's Montana Aviation Conference.

The dates for the Conference are February 27–March 1, 1997. The Mechanics seminar will be held on Friday, February 28 and continue through Saturday, March 1, 1997.

This year's Seminar will be different than in past years. This year we are offering six hours of training on Friday, February 28 and a full eight hours of training on Saturday, March 1.

Training on Saturday will feature two hours of FAA Regulations and Policy that will qualify participating mechanics for the PHASE 1 (Bronze) FAA Aviation Maintenance Technician Award, as well as recertification for IA. Those mechanics choosing to attend the entire seminar will be eligible for the PHASE 2 Silver Award.

There will be no charge for attending the Aviation Maintenance training. Those of you wishing to attend other concurrent sessions associated with the Aviation Conference, will have to pay the conference registration fee.

## Tentative Speakers:

Frank Gurko—Champion Aviation Products

Bryan Robbin—Superior Air Parts

George Braly—General Aviation Modifications

Marty Mittelstadt—Pratt and Whitney

Dick Jacob—Northwest Propeller Service

Ed Chamberlayne—Teledyne Battery Products

Paul Yedinak—Madison Valley Aircraft

Sue Seckel—Wall Colmonoy Exhaust Systems

Jim Szymanski—Bell Helicopters

Steve Vold—Aerotronics

Karl Stuhmer—Raytheon Aircraft Company (Beechcraft)

Vern Rodgers—Airborne Pneumatics

Bruce Ryerson—FAA Helena FSDO

Make plans now to attend to discuss and learn the latest in aircraft maintenance!

# New Cessna To Arrive in Bigfork

Eugene (Gene) and Delores Lee will be the proud owners and first Montanans to take delivery of a “hot-off-the-press” 1997 Cessna Skylane. The Lees of Bigfork tell the following story. (Gene is President-elect of the Flathead Hangar of the MPA.)

After receiving Cessna's flyer about a year ago announcing its new factory and request for \$2500 to get on the new order list—the Lee's did just that. Prior to departing for Oshkosh the news came that the 172 and 182 would be on display at Oshkosh. Gene called Cessna to let them know he would see them at Oshkosh. Based on some ‘foot-dragging’ to get the \$2500 in, Gene was told he was low on the list and would take delivery in September 1997.

After quickly responding to the request for the second deposit of \$10,000, Gene was moved up to #33 with an April delivery date. Due to other circumstances, Gene was moved to #13 and is currently #11 with an expected delivery in March.

Gene told them he'd stay at #11 because he “wants them to know how to build without problems by the time his plane comes up!”

Dolores and Gene visited the Cessna factory in late November and were treated to a four-hour tour and were invited to stay for a Thanksgiving potluck meal shared by the entire factory crew.

The tour included the assembly line, paint building and executive offices.

The new Skylane will feature: auto pilot; dual nav coms, GPS; five drains on each wet wing; Lycoming engine with dual vacuum



*Shown is Gene and his main fuselage frame that had just been put on the assembly line with a #11 marked on both sides. This is the main piece that the doors hang on and the top part of the windshield attaches to. Delores and Gene were the first customers to tour and see the start of their aircraft.*

pumps; and six annunciators to warn of low fuel, vacuum, voltage and oil pressure.

At age of 67, Gene is very anxious to get his new aircraft. In Oshkosh after finalizing the deal to purchase the new Skylane, Cessna's team sales leader and friend, purchased Gene's 182—flying to Montana to pick it up!

The Lees were surprised by Cessna with tail #N182EL for Eugene Lee. With 5,000+ hours since learning to fly at age 39, and this being Gene's 5th Skylane, we wish the Lees many pleasurable flying hours in their new, and Cessna's 11th, 1997 Skylane! 

## Calendar

**January 31–February 1**—Flight Instructor Refresher Clinic, Helena.

**February 27–March 1**—Montana Aviation Conference, Holiday Inn, Missoula.

**March 2–5**—North Dakota Aviation Symposium, Bismarck, ND.

**March 8–9**—Rocky Mountain Air Fair, Lowry Air Force Base, Denver.

**September 13**—Aerotronics Annual Open House, Billings.

# Montana Aviation Weather Reports

By: Pat Terry, Great Falls Flight Service Station

Numerous changes have effected how and where aviation surface weather observations are taken throughout Montana and the United States. Facility consolidation, staff attrition, and budget cuts for both the National Weather Service (NWS) and the Federal Aviation Administration (FAA) have meant that contract weather observers and automated weather reporting systems replace many government operated locations. The FAA and NWS still retain responsibility for these surface weather observations.

## Automated Weather Reporting—

The latest automated weather observing equipment is know as ASOS—Automated Surface Observing System. For those of you who access weather reports via computer, ASOS is identified as “AO2” in the remarks portion of the weather report.

The following are ASOS locations in and around Montana, with telephone access numbers and frequencies where available. These are commissioned sites with full or part-time observer augmentation.

|                              |              |
|------------------------------|--------------|
| <b>Billings</b> (BIL)        | 406-248-2773 |
| <b>Missoula</b> (MSO)        | 406-728-3743 |
| <b>Great Falls</b> (GTF)     | 406-452-9849 |
| <b>Helena</b> (HLN)          | 406-443-4317 |
| <b>Kalispell</b> (FCA)       | 406-756-8879 |
| 135.275                      |              |
| <b>Bozeman</b> (BZN)         | 406-388-4882 |
| 135.425                      |              |
| <b>Havre</b> (HVR)           | 406-265-6638 |
| <b>Glasgow</b> (GGW)         | 406-228-8294 |
| <b>Mullen Pass, ID</b> (MLP) | 208-744-1721 |
| 135.475 (non-augmented)      |              |

The following ASOS facilities are scheduled to be commissioned on the dates listed.

|                         |              |
|-------------------------|--------------|
| <b>Livingston</b> (LVM) | 406-222-2338 |
| 135.275                 | 3/19/97      |
| <b>Butte</b> (BTM)      | 406-494-1870 |
| 135.175                 | 3/19/97      |
| <b>Miles City</b> (MLS) | 406-232-1465 |
| 135.575                 | 3/19/97      |
| <b>Dillon</b> (DLN)     | 406-683-5470 |
| 135.225                 | 4/2/97       |
| <b>Baker</b> (BHK)      | 406-778-3312 |
| 135.475                 | 4/2/97       |
| <b>Wolf Point</b> (OLF) | 406-653-3865 |
| 404 Khz                 | 4/30/97      |

## AWOS—Automated Weather Observing System

This is an older automated system that does not sense precipitation. AWOS observations are identified with an “A01” in the remarks

section of the weather report. AWOS locations in and around Montana are:

|                         |              |
|-------------------------|--------------|
| <b>Cut Bank</b> (CTB)   | 406-873-5418 |
| 135.075                 |              |
| <b>Lewistown</b> (LWT)  | 406-538-5120 |
| 135.075                 |              |
| <b>Sidney</b> (SDY)     | 406-482-7323 |
| 119.275                 |              |
| <b>Glendive</b> (GDV)   | 406-687-3346 |
| 135.075 (non-augmented) |              |
| <b>Salmon, ID</b> (SMN) | 208-756-4381 |
| 135.075 (non-augmented) |              |

## Notices to Airmen (NOTAMS)

When one or more components of the automated systems are out of service or unreliable, the FAA will issue a NOTAM. When receiving a briefing from flight service, you will be told if there is a NOTAM regarding the status of the automated unit. If you receive weather information from some of the private vendors, such as DUATS or PamAm, be sure to check all available NOTAM data.

## Non-automated Surface Weather Reports.

There are a few locations that have limited or no automated weather reporting. These are part-time observations and have no set schedule and seldom contain all the elements of a normal weather report. These include:

|                                                 |           |
|-------------------------------------------------|-----------|
| <b>Harlowton</b> (3HT)                          |           |
| <b>Hamilton</b> (HMM)                           |           |
| <b>Thompson Falls</b> (3TH)                     |           |
| <b>Drummond</b> (3DU)                           |           |
| <b>West Yellowstone</b> (WEY)                   | In town   |
| <b>West Yellowstone</b> (WYS)                   | Airport—  |
| Summer only                                     |           |
| <b>West Yellowstone</b> (P60)                   | Near park |
| entrance—Winds and temperature only             |           |
| <b>Jordan</b> (JDN)—Winds and temperatures only |           |
| <b>Spenser, ID</b> (S14)                        |           |
| <b>Salmon, ID</b> (27U)—In town                 |           |

## METAR/TAF

The U.S. and Canada converted aviation surface weather observations and terminal forecasts to the international METAR and TAF formats in 7/96. The information provided is essentially the same as the older “SA” reports. You may obtain one or more of these pamphlets by calling 1-800-992-7433, or attending one of our concurrent session at the 1997 State Aviation Conference to be held in Missoula.

# Teacher Workshop

As a part of the Montana Aviation Conference to be held on February 27, 28 and March 1 at the Holiday Inn in Missoula, we will offer an aviation conference for teachers. We hope to be able to offer graduate credit and recertification units for participation in this educational event.

These are the details:

1. The lead instructor is William F. Shea, B.A., M.ED, Honorary Doctorate, Graduate Federal Executive Institute.  
William Shea has served as a college chancellor, university professor, and was the founder of the University of Nebraska. He served as Chairman for the Department of Aviation at the Center for Aerospace Sciences at the University of North Dakota. A past president for the World Aerospace Education Organization, Mr. Shea has extensive publication and lecture experience.
2. The teachers conference will be held from 9 am–5 pm on Thursday, February 27. The workshop sessions will work directly with aviation curriculum and will provide teachers with a range of instructional tools to incorporate aviation effectively into the classroom. The subjects to be incorporated will be language arts, social studies, math and science. From 11:30 am–1:30 pm there will be a lunch with an aviation program.
3. On Friday, February 28, an active teaching experience will include an elementary school with the aviation air bear program. (9:30 am to 11:30 am). The afternoon program will be a hands-on experience with high school students and an Aviation Careers program. (1 pm–3 pm). The evening will conclude with a hangar dance.
4. Saturday’s tentative plans are for orientation flights for the teachers at the Missoula airport. The conference concurrent sessions will be open to the teachers. . The Saturday evening banquet will feature a first class speaker.
5. We are estimating that 20 teachers will participate in this workshop. For further information please contact Jeanne Lesnik at Montana Aeronautics, (406) 444-2506.

Please spread the word!

# Montana Aviation Conference

February 27 – March 1, 1997

## Tentative Schedule

### THURSDAY, FEBRUARY 27

#### Morning

Registration Opens  
Exhibitor Meeting  
Concurrent Sessions  
Teacher Workshop Sessions

#### Luncheon

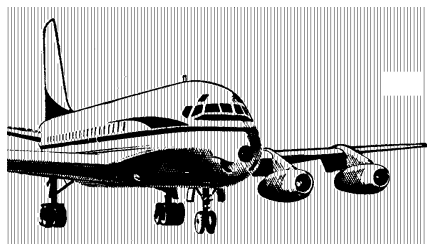
Speaker: Ron Bower—flew Bell JetRanger around the world in both directions-world record holder

#### Afternoon

MAMA Board Meeting  
Concurrent Sessions  
FAA Q&A Session  
Teacher Workshop Sessions

#### Evening

Dr. Jerry Cockrell-aviation psychologist and humorist



### FRIDAY, FEBRUARY 28

#### Morning

Concurrent Sessions  
Airport Manager AAAE teleconference  
Elementary School Education/Teacher Workshop Sessions  
Aircraft Mechanic Refresher Seminar  
MFF Business Meeting  
MAMA Membership Meeting  
MATA Business Meeting

#### Luncheon

Held in Exhibit Area, free to paid registrants  
Door Prizes

#### Afternoon

Concurrent Sessions  
Middle/High School Education/Teacher Workshop Sessions  
Aircraft Mechanic Refresher Seminar  
Spouse/Guest Program  
MAAA Business Meeting  
99s Business Meeting

#### Evening

Hospitality Hour in Exhibit Area  
Hangar Dinner/Dance—transportation provided to airport

### SATURDAY, MARCH 1

#### Morning

Aeronautics Board Meeting  
EAA Business Meeting  
MSPA Business Meeting  
MPA Business Meeting  
Aircraft Mechanic Refresher Seminar  
Concurrent Sessions

#### Awards Luncheon

Speaker: Dr. Peggy Baty, President and Founder of Women in Aviation International (WAI)

#### Afternoon

Concurrent Sessions  
Aircraft Mechanic Refresher Seminar  
Aeronautics Board Q&A Session  
AOM Meeting

#### Evening

Speaker: Captain Scott O'Grady (invited)

The exhibit area will open Thursday morning, February 27 at 10 am and will be open at various times during the Conference through Saturday afternoon. All coffee breaks and Friday's lunch and hospitality hour will be held in the exhibit area.

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# Montana Aviation Conference Registration

February 27 – March 1, 1997

MAIL TO: Montana Aviation Conference, PO Box 5178, Helena, MT 59604

PLEASE TYPE OR PRINT

NAME(S) OF PARTICIPANT(S) (for name tags) \_\_\_\_\_

ADDRESS \_\_\_\_\_ PHONE \_\_\_\_\_

#### YOUR ORGANIZATION AFFILIATION:

(choose one only for name tag)

- |                               |                                |                               |
|-------------------------------|--------------------------------|-------------------------------|
| <input type="checkbox"/> MPA  | <input type="checkbox"/> MATA  | <input type="checkbox"/> MFF  |
| <input type="checkbox"/> MAMA | <input type="checkbox"/> 99S   | <input type="checkbox"/> AMAA |
| <input type="checkbox"/> MAAA | <input type="checkbox"/> EAA   | <input type="checkbox"/> CAP  |
| <input type="checkbox"/> MSPA | <input type="checkbox"/> OTHER |                               |

**Make checks payable to:**  
**Montana Aviation Conference**

#### PLEASE MAKE THE FOLLOWING RESERVATION

NOTE: Meal tickets **must be** purchased 48 hours in advance.

#### Enclosed:

|                   |                     |          |
|-------------------|---------------------|----------|
| Reg. Fee          | _____ @ \$30/person | \$ _____ |
|                   | _____ @ \$40/family | \$ _____ |
| * Thurs. Luncheon | _____ @ \$10        | \$ _____ |
| Fri. Luncheon     | _____ @ FREE        | \$ _____ |
| Fri. Dinner/Dance | _____ @ \$10        | \$ _____ |
| Sat. Luncheon     | _____ @ \$10        | \$ _____ |
| Sat. Banquet      | _____ @ \$22        | \$ _____ |

\* Reservations must be made prior to conference for Thursday Luncheon

# 1997 Aircraft Registration

The Aeronautics Division mailed out close to 3,000 aircraft registration invoices in early December. The Division is mandated by Montana Code Annotated to account for **all** Montana aircraft no later than March 1 of each calendar year and, according to statute, must impose and collect a penalty of five times the fee plus the fee for those aircraft not meeting the March 1 deadline. Montana law also states that, "A person who owns or causes or authorizes an aircraft to be operated or who operates an aircraft without a registration decal displayed on the aircraft commits a misdemeanor."

A newly-purchased aircraft must be registered within 30 days of entering the state. Aircraft coming to the state for commercial purposes must be registered and in compliance with the insurance regulations prior to commencing operation

It is important to note that unflyable, incomplete homebuilts, damaged or even destroyed aircraft must be accounted for each year. Upon carefully reading the invoice you

receive, you will note there is no fee charged for an "unflyable" aircraft, dealer inventory aircraft, or if your aircraft was sold. You must indicate the status of each aircraft and certify that the described aircraft information, as corrected by yourself where necessary, is true and correct before returning the mailer to the Division.

A second billing will be sent in February to those aircraft owners who have not responded. If you did not receive your registration notice, need a registration for a new aircraft or have questions, please call the Division at (406)444-2506. 

The Department of Transportation attempts to provide reasonable accommodations for any known disability that may interfere with a person from participating in any service, program or activity of the Department. Alternative accessible formats of this document will be provided upon request. For further information, call 406-444-2506 or TDD 406-444-7696.

## Reminder

The Montana Aeronautics Division's Aviation Awareness Art Contest for students in grades 1-12 is underway.

The winner from each of the three categories (divided by age) will receive a plaque and certificate of achievement presented by the Governor, a career awareness tour of the Helena Regional Airport and a round-trip flight from the winner's hometown to Helena for the winner and his/her parents(s).

A grand prize for entrants 15-17 years of age will include paid tuition to attend the 1997 Experimental Aircraft Association at the EAA fly-in at Oshkosh, WI. Round trip airfare is included, compliments of Northwest Airlines.

Get those entries in to the Division at P.O. Box 5178, Helena, MT 59604 by March 24, 1997. 

Thirty-two hundred copies of this public document were produced at an estimated cost of 27¢ each, for a total cost of \$864. This includes \$120 for production, \$526 for postage and \$220 for printing.



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